

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Krasnoyarsk Kray)

REPORT

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SUBJECT Information on Kraslag

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Organization and Location

1. Kraslag was the name of the directorate (upravleniye) which administered a complex of approximately 70 forced labor camps east of Krasnoyarsk. Most of the camps were located near the main railroad line from Moscow to Vladivostok, between Kansk (N 56-13, E 95-40) and Ilański (N 56-14, E 96-03). The camps in the Krasnoyarsk region were started in 1934. Kraslag administered all the camps in the region, but not those in the Tayshet (N 55-57, E 98-02) area, which belonged to a different complex. Kraslag was subordinate to GULAG in Moscow. The headquarters of the directorate was in Reshety (N56-10, E97-13), which was on the main railroad line about 60 miles east of Kansk. In 1952, the chief of Kraslag was Lt. Col. Pavlovskiy (fnu). Kraslag was subdivided into 27 sections called OLP (otdeleniye lagernogo punkta--camp section). Each OLP consisted of about three or four sub-camps (lagpunkt), which were sometimes referred to as LO (lagernoye otdeleniye). Some of these sub-camps did specialized work, e.g., loading lumber or cutting railroad ties. Until 1950, the address had been: Kraslag, MVD, USSR. After that date, the address was changed to P.Ya. (pochtovyy yashchik) 235/-. All camps in the region had the same postal box number but a different number after the slash.

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2. All the camps were organized along similar lines. The officers of the camp were free workers. They included the chief of the lagpunkt; a man in charge of discipline (nachalnik rezhima); a chief of the cultural-education section (nachalnik KVCh); a chief of the technical section, who planned and supervised the work; and a chief of the medical section, who was head of the camp hospital. In addition, there were a chief mechanic and a man in charge of the horses. All the others were prisoners. Some of the prisoners also had regular functions. For example, there was a man in charge of the rosters (naryadshchik), who organized the work brigades and called the prisoners to work, and there were some assistants to the doctor and some men in charge of supplies.

3. Most nationalities were represented among the prisoners in Kraslag, although there was a heavier contingent of Ukrainians, Balts, and Hungarians.

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4. Following are some details on ten OLPs under Kraslag:

a. OLP No. 1: The address was P. Ya. 235/1. One of the sub-camps contained only women, who were employed in agricultural work. In 1950, there were five sub-camps in this OLP. The Fifth Lagpunkt had 700 inmates, 400 of whom were political prisoners condemned under Paragraph No. 58 of the Soviet Criminal Code. The remainder were criminals (bitaviki /sig/). A lieutenant was in charge of this camp. This camp, like most of the others in the region, was engaged in the lumber industry. In spring 1950, this camp was closed, because it was 20 km from the main railroad line, and the only means of transport were sleds pulled on ice roads by tractors. When the ice melted, the operations had to stop. In 1952, OLP No. 1 had only four separate sub-camps. The Fourth Lagpunkt had 800 prisoners, all of whom were political prisoners, who were employed in felling trees and operating a sawmill (leso-zavod). The camp specialized in making railroad ties. The head of the camp was Captain Romanov (fnu). In spring 1952, the inmates were transferred, since all the wood in the neighboring area had been felled. They were replaced by criminal prisoners. At the time of their transfer, the political prisoners were divided into two groups; one group was sent to OLP No. 5, and the other was sent to the Fourth Lagpunkt of OLP No. 11.

b. OLP No. 2: This OLP was engaged in railroad work until 1951, when its functions were changed. Many Lithuanians were then sent there, and they started to work in the woods. The nickname for this OLP was Revushchiy (roaring). Its address was P.Ya. 235/2.

c. OLP No. 4: Only women were employed at OLP No. 4. It was nicknamed Sosnovka (Pine Rest).

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d. OLP No. 5: This was the central administrative OLP of Kraslag. It was located near the main railroad line. The central repair depot of Kraslag was near this camp. A very large transit camp (peresylka) was attached to it. This OLP also had two other sub-sections. One of the sub-camps was engaged in agricultural work. The workers were engaged in building a new camp, with a capacity for 2,000 prisoners, for agricultural workers who were employed in various surrounding farms. Some of these farms had up to 1,000 cows.

e. OLP No. 9: This was a penal camp (shtrafnoy OLP). It had three sub-camps and two large sawmills.

f. OLP No. 10: This OLP specialized in loading lumber on railroad cars. It had two large sawmills, one of which made railroad ties.

g. OLP No. 11. In this camp there were mostly political prisoners. The camp had a large sawmill and a railroad-tie factory (shpalo-zavod), and it had several sub-camps, which were employed in felling timber. The Fourth Lagpunkt had 900 inmates and was commanded by Captain Ivanov (fnu). The prisoners were employed in building a road from their camp to OLP No. 11.

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- h. OLP No. 12: This was a penal camp. It had a sawmill, a railroad-tie factory, and timber-cutting sections.
- i. OLP No. 15: This OLP had a railroad-tie factory. Its several sub-camps were engaged in felling timber near Tabagashet (N 56-28, E 97-05).
- j. One OLP, located about 10 miles east of Reshety, was called Vovenstroy (military construction). It had no address and employed only criminal prisoners and no foreigners. [redacted] people employed in that camp were never released.

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5. All prisoners in Kraslag were employed in the lumber industry, cutting trees, and processing wood. The distance from the camps to the lumbering areas was usually 5 to 12 km. Generally, a section of woodland, about two by three kilometers, was selected along the main railroad. The first operation consisted in clearing a strip about 25 m wide all around the logging area. Guard towers, connected by barbed wire, were erected on the outside of this strip. The towers were manned in summer only. The area was further connected by a second barbed wire fence. Next, a large section, about 50 x 200 m, was cleared near the railroad. This area was used for sorting, cutting, and stacking the lumber. Near the sides of the enclosure, an electric power station, a sawmill, and a barn for horses and oxen were erected. The main area of exploitation was cut in two by a road, and smaller trails to drag the logs were cut on each side. About four electric saws, operated by mobile power units or connected through transformers with the power station, were set up in the wooded area. The cutting of timber was started at the farther end, and then the sections closer to the railroad were worked on. Such an enclosure produced 900 to 1,000 cubic meters of lumber. (See attachment: Typical Logging Area.)
6. There were a variety of trees, e. g., cedar (kedr), pines, asp (osina), and birch. The logs, after being trimmed, were dragged by horses or tractors to the sorting area and were piled up according to the intended use. The better grades were reserved for aircraft construction, shipbuilding, or rifle stocks. Kraslag paid great attention to the selection of good wood for aviation purposes. Trees chosen for that purpose were pines that had grown in high, sandy ground. The parts selected for aviation had to be without knots, cracks, or swellings; they could not be warped, and they had to be free of any other defects. Only the outer part of the trunk was used for aviation wood. Some round wood was used for bridge construction or for mine props; other pieces were sawed up to be used as construction lumber or simply for fire wood.
7. The lumber was transported in various ways, depending on the season and the distance to be covered. Inside the logging area, the trees were dragged by horses and, occasionally, by oxen over roads made of logs, or they were transported by the use of small mining railroads. In winter, ice slides were used extensively. Wherever possible, the logging roads were built on a slope to permit a single horse to do more work. Sometimes, tractors were used to bring the logs to the sorting area. Camps that were farther from the main railroad line used sleds. One sled could carry 17 or 18 cubic meters; often 10 to 15 such sleds were tied together and pulled by a tractor. From the depots, the lumber was moved only by railroad or by floatage down the Yenisey River.¹

Equipment

8. Until 1949, the timber was cut by hand. Two kinds of saws were used, cross-cut (poperechnaya pila) and rip (luchkovaya pila) saws. Toward the end of 1949, two kinds of electrical saws appeared. The first type was called Vakop and weighed 22.5 kg. The blades came in two lengths, 50 and 75 cm. Two men were needed to operate this saw. The second type was called K-5. It weighed 9.2 kg and had a three-phase, high-frequency motor. This saw was more powerful than the Vakop and was used more in construction work. The current for the Vakop saws came from the power station by means of high-voltage lines and

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transformers. The K-5 saws were usually supplied with power from mobile electric power stations. Most of the power stations were of foreign make, either German or Finnish. There were frequent interruptions in the work, usually because of power shortage.

9. All the camps in Kraslag had various kinds of portable engines (lokomobilnyye dvigateli). There were special devices to load logs on trucks or on railroad cars. Tractors were used to drag and transport the lumber. The KT-12 tractor operated on sazochurka (charcoal), and the GTZ tractor burned diesel oil. [redacted] The engines of the tractors were in poor condition, partly because they were also used to drive the saws. Sometimes, the care of the engines was entrusted to foreigners, who were serving short terms (malenkiy srok) and who were not considered dangerous.

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Production

10. Production norms depended on the type of work done and on the kind of wood that was involved. These norms were approximately as follows:
- a. The ordinary norm for sawing wood with an electrical saw was three cubic meters per man per day. If a man worked with a horse, his norm was ten cubic meters.
 - b. For trimming branches, the norm for pine trees was 25 FM and for deciduous trees, 22 FM.² For asp the norm was about 30 FM, and for birch it was 20 FM. Branches were collected in piles and burned.
 - c. The norm for loaders (navalshchik) was 12.5 FM. This work included loading and sorting lumber, and the norm applied when the distance to be covered was 50 m. A loader, his helper, and the man who cleared the snow together had to move about 120 FM. The moving of logs depended on the particular kind of log and on its thickness. For example, for logs used for aircraft construction (avio-kryazh), the norm was 30 FM, but for fire wood, it was 80 FM.
 - d. The norm for transporting wood to the depots depended on the distance involved, but generally it was not less than 10 FM.
 - e. The average norm per man for stacking wood was 15 FM. This norm also depended on the kind of wood.
11. The camps where political prisoners worked almost always fulfilled their norms; those where criminals worked seldom did. In general, Kraslag camps did not fulfill their norms. The norms for cutting and for stacking lumber were not fulfilled; and, therefore, the deliveries were not complete. [redacted] in the lumber industry, the Five-Year Plan would never be completely filled.
12. On the average, the Kraslag complex of camps shipped 300 carloads of lumber products every 24 hours. The cars were standard Soviet freight cars (MPS-kiye vagony). These shipments included round wood for bridge and electric power station construction, wood for aircraft construction and shipbuilding, mine props, rough-hewn logs, hoops made of birchwood, and ordinary firewood. In almost every camp, there was a shop which produced at least 500 railroad ties every 24 hours. [redacted] Camps continuously received special orders for rifle stocks or aviation wood.

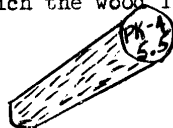
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Timber Markings

13. In the entire USSR, the same system for marking timber is used. One mark is put on the top cross-section of the trunk, and another is put at the lower end. The mark at the top indicates the purpose for which the wood is intended, its quality, thickness, and length. For example:



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<u>Mark</u>	<u>Meaning</u>
PK	Log intended for railroad ties (shpalnyy kryazh).
4	Thickness: 34 cm (the first digit is omitted).
5.5	Length of trunk: 5.5 m.

The mark put at the lower end indicates which unit prepared the lumber, the number of the OLP, and the number of the sorter of wood (braker). The marker used looks like a hammer. For example:

K-1-15

<u>Mark</u>	<u>Meaning</u>
K	Kraslag.
1	OLP No. 1.
15	Sorter No. 15.

14. The various marks were as follows:

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<u>Mark</u>	<u>Meaning</u>
PS - 1	Wood intended for aircraft construction (avio-les), first class.
PS - 2	Wood intended for aircraft construction, second class.
PL - 1	Wood selected for ship deck building (palubnyy les), first class.
PK - 1	Wood selected for railroad ties (shpalnik).
P ³	Selected quality for sawing wood.
P - 1	Sawing wood, first class.
K	Mine prop wood (krep'ezh).
SS	Telephone pole (stolb svyazi).

Labor and Wages

15. Approximately 600 to 700 workers and 60 to 90 horses were employed in an enclosure, depending on its size and the amount of work to be done. The working day lasted about 12 hours. There were seldom any days for rest, and work went on for 20 to 30 days without interruption. This was particularly true in spring, when there were orders to make maximum use of the ice roads before they melted. In summer, short-term contract workers were often hired to help out in making railroad ties.
16. Until 1950, prisoners received no pay. After that date, workers received some money, but mostly for overfulfilling their norms. The maximum possible net pay per month was 200 rubles, but only about 20 prisoners out of 1,000 ordinarily received that amount. Most prisoners received about 30 to 50 rubles per month.

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Every month, 240-250 rubles were withheld by the camp authorities for clothing, food, tax, and a few other items. Fifteen percent went to the "freedom fund" to be given to the particular prisoner when he was released. Once a year, the prisoners were forced to contribute to the State Loan.

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Working and Living Conditions

17. Everywhere [] the same working conditions prevailed for both Soviet citizens and foreigners. All were called fascists and enemies of the people. Working conditions did not change after Stalin's death. 25X1
18. The food was always poor and insufficient. Foreigners received the same amount of food as Soviet prisoners. Daily, the prisoners were fed a soup consisting mostly of cabbage and water, a few potatoes, and no meat. Each prisoner received about 500 grams of black bread daily. The camp baker usually added about 70 percent of water to the flour, instead of the normal 50 percent. This made the bread very soggy at first, and then very hard when it was stale. The baker sold the flour saved by this process for his personal profit.
19. Health conditions were generally bad. [] 25X1

Miscellaneous Information

20. Early in 1953, a lumber combine was being built under the direction of Kraslag. It employed only free labor. [] 25X1
1. [] Comment. [] probable [] referring to the Kan River, an eastern affluent of the Yenisey. 25X1
2. [] Comment. FM may be a measure of length, or it may be identical to a cubic meter. 25X1
3. [] Comment. Possibly the letter "P" represents the Russian word pilēnyy (sawed). 25X1

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